

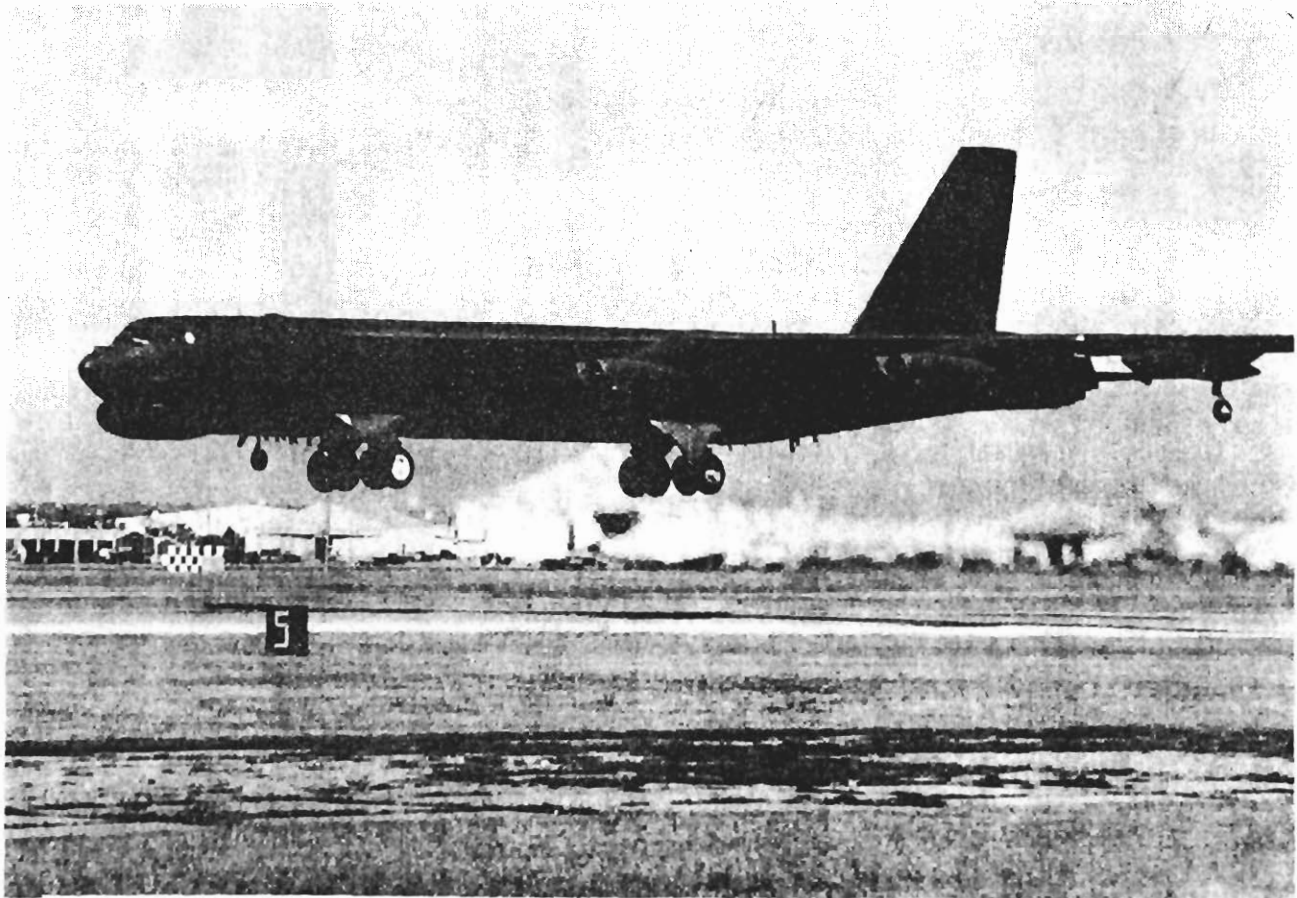


Fact Sheet

United States Air Force

HEADQUARTERS STRATEGIC AIR COMMAND, OFFICE OF PUBLIC AFFAIRS,
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86-14



B-52 STRATOFORTRESS

The heavyweight among Strategic Air Command's bomber force is the Boeing B-52 Stratofortress. This aircraft is capable of high subsonic speeds and can fly at altitudes above 50,000 feet.

The B-52 prototype first flew in April 1952, and SAC received its first B-52 in June 1955. The last B-52 -- the eighth version of the aircraft, an H model -- came off the production line in October 1962. SAC currently has the B-52G and B-52H models in its inventory of approximately 250 aircraft. These models, among America's first missile carrying bombers, can carry up to 20 short-range attack missiles. While eight attack missiles can be carried in the internal weapons bay, another 12 can be carried under the wings. A portion of the B-52Gs and all of the B-52Hs are also being modified to carry air-launched cruise missiles.

Designed as a nuclear bomber, the B-52 also carries conventional bombs.

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This flexibility to perform a dual role was dramatically highlighted by conventional operations in Southeast Asia. There, the B-52s provided direct air support, interdiction, and strategic bombing missions. In addition, they proved the effectiveness of the Stratofortress to successfully penetrate heavy enemy defenses.

In support of the U.S. Navy's sea control operations, B-52s perform maritime missions. Some aircrews are trained to interdict enemy sea power, protect shipping, and conduct aerial minelaying operations. The B-52's capabilities also include sea surveillance and surface ship air interdiction. Air interdiction is performed by Harpoon-modified B-52s stationed at Loring AFB, Maine and Andersen AFB, Guam.

Each of the eight jet engines on the B-52G develops up to 13,750 pounds of thrust or a total of approximately 104,000 pounds of power. The turbofan engines of the B-52H produce some 17,000 pounds of thrust per engine, significantly increasing this model's performance.

The B-52G has an unrefueled range of more than 7,300 miles, while the H model, with more fuel efficient engines, has an unrefueled range of more than 8,800 miles. Aerial refueling gives both models a range limited only by the endurance of their crews.

Although the B-52G and H models, look almost the same as earlier models on the outside, they are quite different. The primary external differences are a shortened tail and the movement of the gunner's station from the tail to the forward section of the aircraft. In all models, the tail guns are aimed through radar systems mounted in the tail.

In addition, the nose area of the G and H models have a bubbled configuration following installation of a low level viewing system. These two models have a new offensive avionics system replacing older bombing and navigation equipment.

Crew positions in both models are pilot, copilot, radar navigator, navigator, electronic warfare officer and aerial gunner.





SPECIFICATIONS

	<u>B-52G</u>	<u>B-52H</u>
Takeoff weight.....	488,000 lbs.....	488,000 lbs
Speed.....	650 mph maximum.....	650 mph maximum
Number of engines.....	eight.....	eight
Thrust per engine.....	up to 13,750 lbs.....	up to 17,000 lbs
Unrefueled range.....	more than 7,300 miles.....	more than 8,800 miles
Altitude.....	above 50,000 feet.....	above 50,000 feet
Armament.....	four 50-cal machine guns.....	20-mm Gatling type cannon
Bomb load.....	more than 20,000 lbs.....	more than 20,000 lbs
Crew.....	six.....	six
*Unit flyaway cost.....	\$46.5 million.....	\$51.2 million
Dimensions		
Span.....	185 feet.....	185 feet
Sweepback.....	36 degrees.....	36 degrees
Length.....	160 feet.....	159 feet
Height.....	40 feet.....	40 feet

*Aircraft unit flyaway cost represents the approximate original cost of out-of-production and in-production aircraft in terms of today's "constant" dollars. Additionally, the factors include modification costs resulting in a series or mission changes to the aircraft. (See AFR 173-13, Section C, para 2-3)